

Health Dept. Warns of Toadstool Poisoning

"How can you tell the difference between a mushroom and a toadstool?" This oft-repeated query is met with county health department's reply, "You can't."

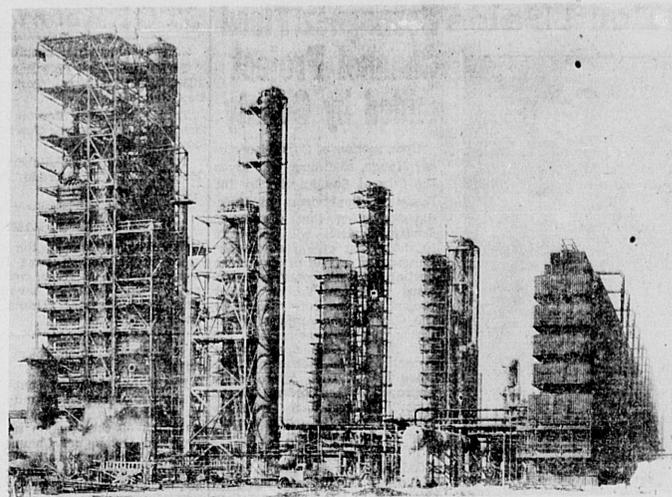


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and it's safer not to try." J. R. Kirkpatrick, chief county health department food inspector, states that every year toadstool poisoning occurs among persons who claim to have gathered mushrooms for many years and who profess they can differentiate between toadstools and mushrooms. Some of the varieties are so near alike that it is almost impossible to determine which is which with the naked eye.

Recent heavy rains have caused abundant growth of toadstools of which Kirkpatrick says there are more than 100 varieties. Have no fear of those for sale in markets, however, as the men who gather them are well-trained to recognize the edible ones, according to Kirkpatrick.



Refinery Crews Urged to Speed Plant Erection

(Continued from Page 1-A)

Gen. Ralph P. Cousins, A. A. F., heading the Western Flying Command, said in an address that "this new high octane gasoline is just as essential to our combined war effort as the training of the pilots themselves."
Rear Admiral Elliott Buckmaster, who was in command of the U.S.S. Yorktown when it was sunk in the Battle of Midway, was another featured speaker. "When two planes meet in combat," said Admiral Buckmaster, "the margin of superiority that determines which pilot is to be shot down is often very slight. However, that slight superiority determines which man is to live and which is to die. The 100-octane gasoline gives our pilots that superiority they need. One hundred octane gasoline is our secret weapon not because our enemies don't know about it, but because we and we alone have the men who know how to build the plants and operate them. I assure you the Navy needs all the 100-octane gasoline we can get and we need it just as soon as we can get it."

TALLER THAN L. A. CITY HALL . . . These may be just towers to you. But to the petroleum engineer they constitute the sinews of war included in the vast new super 100-octane plant of General Petroleum at Torrance. Erected to produce gasoline of sensational achievement for use of flying forces of America and her allies, this four-unit plant when completed will be the means of shortening the world conflict through faster take-off, faster flying and the carrying of much heavier bomb loads with which to overwhelm the enemy.

they have been relatively few in number and that in general 90-odd percent of you men have tried to give a fair day's work for a fair day's pay under conditions that have been not too cozy for you.
"The armed forces of the United States need the gasoline that this plant is going to produce. They need it for the invasion of Europe. They need it for the invasion of Japan. They need the output of the new plant which has just been started on these premises. Every day's loss of production from either of these plants means idle airplanes on the battlefield. To those of you who are doing your best to finish these plants as quickly and as well as you possibly can, we, as your government representatives, give you our thanks and our compliments, and to those few of you who have placed your selfish interests ahead of the needs of our armed forces, may God Almighty have mercy on your souls. Nothing that the Jap or German has done to our boys at the front could have been more effective. As construction men, can't we say to the Army and the Navy—if it takes aviation gasoline to lick the Jap, we in the construction industry will give you enough to drown those yellow-bellied bastards."

Five Months Delay
Reviewing the vastly expanded aviation program, George E. Prussing, director of construction for the Fifth District, Petroleum Administration for War, said "Today we are in a position of waiting on you men who are building these plants because the demand for this super fuel is so great that if we had a million more gallons each day we could not even then fly all the planes that are at the front. Our plans contemplated that this plant at Torrance was to be finished in August. That was five months ago and the plant is not yet on stream."
"A good many reasons can be cited for this delay. Materials, manpower shortage and similar things have intervened, but the great outstanding reason for this delay in the completion of all of our 100-octane plants has been one with which you men here at General Petroleum are personally very familiar. The construction forces of this country, as you all know, have been tremendously expanded in the last two years. The chemical industry, the synthetic rubber industry and the oil industry have all competed for construction men. The foremen of a few years ago are many of them superintendents and many of our foremen today were journeymen when the war started. Many of you men who are rated as craftsmen today were not in those crafts two years ago. In other words, the construction forces today are not as well trained, not as well prepared, and not as well equipped individually to carry on as they were a few years ago. Mistakes have been made and have had to be rectified. These are human failures which have grown out of the conditions mentioned. It has been my observation that in spite of the newness of the job to many of you men, most of you have been willing to turn out as good a day's work as you could. It would be ridiculous to say that there has been no slacking, no tendency to dog the job, no selfishness, the lack of patriotism on the part of some individuals. There has been instances of this sort. I believe

Motorists Reminded Of Deductibles on Income Tax Returns

Motorists preparing their 1943 income tax returns on the long form, Form 1040, were reminded this week by the Automobile Club of Southern California of certain deductions which can be made for sums paid out or losses sustained in connection with ownership and operation of automobiles.

Taxpayers having incomes of \$3,000 or less in using the short form, Form 1040A, need give no consideration to them.
The following items applicable to the owner and operator of an automobile are deductible from federal and state income tax returns. In computation of the victory tax net income, however, interest, taxes, depreciation, losses and registration fees are not deductible unless they arise out of the conduct of a business or undertaking entered into for profit.

All sums paid during the calendar year as registration fees, vehicle license fees, federal use tax fees, personal property taxes and municipal taxes.

Interest on money borrowed for the purchase of an automobile.
The amount of financing charges on automobile purchased, which covers the interest on the loan, when specifically set forth in the contract, but not the amount covering the premium on insurance to protect the finance company's interest.

Total sales tax imposed by the state of California on purchase of tangible personal property, such as automobiles or accessories, the California gasoline tax, but not the federal tax.

Automobile insurance on cars used for business purposes. Uncompensated losses sustained by reason of damage to automobiles used for business or pleasure.

Damages paid for injuries to persons or for destruction of property, provided the automobile was being used for business at the time of the accident, provided loss is borne by taxpayer.

LEASE RENEWED

At an adjourned regular session of the Torrance city council late last Thursday afternoon the city clerk was authorized to renew the lease for one year of the building occupied by the Walfonia branch of the county library.

Aircraft Companies, Unions Told To Settle Their Own Grievances

Chairman Thomas Fair Neblett of the Tenth Regional War Labor Board announced today that the West Coast Aircraft Committee has been relieved of the responsibility of settling grievances involving individual aircraft workers in Southern California.

More specifically, Neblett said, a National War Labor Board order has transferred the responsibility to the seven companies and three unions under jurisdiction of Division 10 of the WCAC, with headquarters at Los Angeles.

Thirty days hence, when the order becomes effective, individual grievances will be settled under existing grievance machinery in the contract between the unions and the companies.

Individual grievances now officially before Division 10 of the West Coast Aircraft Committee, if not finally disposed of 90 days from now, will be returned to the parties for settlement through their existing grievance procedures.

Aircraft companies under jurisdiction of WCAC Division 10 are Consolidated Vultee, Douglas, Lockheed, North American, Northrop, Ryan and Vega.

The unions are United Automobile, Aircraft and Agricultural Implement Workers of America, CIO; the International Association of Machinists, AFL; and the United Aircraft Welders of America, independent.

Neblett said the type of grievance referred to involves individual cases in which the WCAC is asked to determine whether an employee should be upgraded within his classification or to another classification.

The opinion of the national board is that individual grievances and problems should be worked out by the parties themselves and that the procedures in the contracts provides for the determination of such issues.

Neblett said it is hoped that the parties will reassume jurisdiction over many of the grievances now pending before the committee.

Gas Tax Revenue In Marked Decline

Registering the largest drop in monthly California gasoline taxes for November are \$1,160,134 under those for the same month in 1942, marking a decline of 21.75 percent.

This revelation was made officially today upon completion of a tax assessment of \$4,174,819, based on distribution of 139,160,634 gallons of motor fuel during November. Explaining that this marked drop had affected adversely estimates for 1943 collections, the statement said:

"Total gasoline taxes for the first 11 months of 1943 are \$44,810,573. This figure is \$8,655,169 under the corresponding amount last year. Yield for the entire year 1943 may not exceed \$49,000,000, which is barely as large as the total for the first ten months of 1942. The all-time high of \$63,661,175 was recorded in 1941. Continued declines are anticipated in the near future due to more rigid rationing."

LICENSE SUSPENSIONS

Indicating the close check being kept on liquor licenses to prevent violation of the Alcoholic Beverage Control Act, William G. Bonelli, fourth district member of the State Board of Equalization, reports 240 Southern California licenses were suspended for varying periods on his recommendation in 1943.

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Let's All BACK THE ATTACK!

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